



## DRAFT

### Washington Adventist Hospital Outline of Transportation Management Plan

#### Introduction

This document presents an outline of the Transportation Management Plan ("TMP") for the Washington Adventist Hospital ("WAH") in Takoma Park, Maryland. For your information, it includes a discussion of baseline conditions, TMP goals, proposed TMP measures, and a monitoring plan. The idea is to use this outline to seek governmental and agency input before incorporating the program into a formal agreement to be entered into the record of the special exception and subdivision cases.

#### Baseline Conditions

WAH has conducted traffic and parking occupancy counts. WAH currently generates a total of 565 trips in the AM street peak hour that begins at 7:00 AM, and 604 trips in the PM street peak hour that begins at 4:45 PM, as shown in Table 1. This includes trips that use the main campus driveways on Carroll Avenue and Maple Avenue, trips exiting the Lot A driveway onto Flower Avenue, WAH trips at the Takoma Academy, and trips generated by WAH employees who currently park in adjacent neighborhoods.

WAH currently generates 1.24 trips per 1,000 GSF of all uses in the AM street peak hour, and 1.33 trips per 1,000 GSF of all uses in the PM peak hour.

WAH proposes to provide a sufficient number of parking spaces on the main campus to satisfy the total existing and projected parking demands (as mitigated by programs described herein).

WAH also intends to conduct employee surveys to establish current transportation behavior and attitudes. This information will help identify those programs that are most likely to reduce peak hour vehicle-trip generation rates.

Table 1  
Washington Adventist Hospital  
Transportation Management Plan <sup>1</sup>

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Scenario/ Use	Amount	Units	AM Peak Hour		PM Peak Hour	
			In	Out	In	Out
			Total		Total	
Observed Trip Generation <sup>2</sup>						
Hospital/Medical Office Campus Trips	455,092	S.F.	372	193	234	369
Trips per 1,000 S.F.			0.82	0.42	0.51	0.81
				1.24		1.33

Notes:

<sup>1</sup> Existing campus square footage based on the Ellerbe Beckett, Washington Adventist Hospital Facility Master Plan, November 30, 2000.

<sup>2</sup> Observed trip generation based on counts conducted by W&A at the WAH campus on Tuesday, January 8, 2002, at Takoma Academy on Tuesday, January 29, 2002, and on off-site public streets on Thursday, March 28, 2002.

## **Goals**

The goal of this TMP is to reduce peak hour traffic generated by WAH by: (1) encouraging use of non-auto modes, (2) increasing average vehicle occupancy, and (3) encouraging travel outside of peak hours.

## **Proposed TMP Measures**

The following are WAH's proposed TMP measures:

### **A. Transportation Services Coordinator**

1. WAH will appoint an on-site Transportation Services Coordinator ("Coordinator") to work with the WAH administration, WAH employees and visitors, Montgomery County government, The City of Takoma Park, Columbia Union College, and the local community.
2. The Coordinator will be responsible for implementing and administering the TMP programs.
3. The Coordinator will promote carpooling by using employee address and shift information to identify clusters of employees that could potentially form carpools. The Coordinator will contact these employees and encourage the formation of such carpools, stressing the convenience factor and traffic reduction impacts as benefits of carpooling.
4. WAH, in conjunction with the Coordinator, will hold periodic Commuter Information Days and Transportation Fairs for employees on-site.
5. The Coordinator will distribute literature published by WAH and others (such as the Montgomery County Commuter Services Section of the Department of Public Works and Transportation) on WAH's TMP and other transportation alternatives. Web page addresses will be included in this literature.

6. The Coordinator will ensure that information on transportation alternatives is included on the WAH web page, newsletters, bulletins, and other materials directing visitors to the campus.
7. The Coordinator will inform employees of travel routes to and from the WAH campus that keep WAH traffic from cutting through nearby residential neighborhoods.

B. Transit Incentives

1. WAH will prominently display public transportation facilities and services information in common work areas and building lobbies.
2. WAH will sell transit fare media (such as SmartCard) to some or all WAH employees on-site at full price or at a discount.
3. WAH will furnish, install, and maintain high-quality bus shelters on the WAH campus. WAH will also provide signage at the bus stop.

C. Group Riding Incentives

1. WAH will coordinate with the Montgomery County Commuter Services Division to provide guaranteed rides home in emergencies for carpool and vanpool participants.

D. Parking Management

1. WAH intends to provide a sufficient number of parking spaces on the WAH campus to accommodate the parking needs of employees, patients, and visitors of the Hospital.
2. WAH will reserve choice parking spaces for carpools and vanpools.
3. WAH will provide way-finding signs to direct users to the appropriate parking areas.

E. Non-Motorized Travel

1. Through the institution of the proposed campus improvements, WAH will provide excellent pedestrian connections to and within the WAH campus to encourage pedestrian commuting from nearby locations and to facilitate safe and easy access to transit.
2. WAH will provide bicycle amenities, such as bike racks, lockers, bicycle equipment information, and maps, on the WAH campus.
3. WAH will provide connections to regional bikeways.

G. Deliveries

1. WAH will instruct delivery companies to make their deliveries outside of the morning and afternoon peak traffic hours.

H. Community Liaison Committee

1. The Coordinator will be the contact person to whom all traffic issues can be addressed.
2. The Coordinator will assemble a Community Liaison Committee consisting, at a minimum, of the Coordinator, two representatives from the nearby community and the People's Counsel as an ex officio member.
3. The Coordinator will arrange for bi-annual meetings of the Community Liaison Committee. These meetings will be held to discuss and monitor transportation issues related to the Hospital and neighboring community and to evaluate changes to the TMP measures which may be necessary to make such measures more effective (as further discussed below).

**Monitoring the Plan**

The Coordinator shall make a quarterly review of the progress of the TMP measures. Additionally, WAH may conduct

periodic traffic and parking occupancy counts. The observed AM and PM street peak hour trip generation rates from these counts would be compared to the expected generation rates for the expanded hospital campus. The goal would be met if the observed averages are less than the expected rates. The goal would not be met if the observed averages were equal to or greater than the expected rates.

If, the goals of the TMP are found to be met, WAH would continue to operate the TMP without changes. If the goals were not met, WAH would modify and refine the TMP and continue to monitor the results.

## **Conclusion**

Traffic impact has been identified as one of the primary concerns regarding WAH's proposal to expand existing facilities on the Takoma Park campus. Through the proposed implementation of the above measures, WAH has committed to implement programs and monitoring measures to help mitigate any hospital traffic impacts on local streets, even with the campus expansion.

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